

FOR FURTHER INFORMATION CONTACT: Ms. Mary Vargas, (425) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, WA 98055-4056. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application 99-04-C-00-OTH to impose and use, the revenue from a PFC at North Bend Municipal Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 29, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of North Bend, North Bend, Oregon, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 5, 1999.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: November 1, 2001.

Proposed charge expiration date: December 1, 2003.

Total estimated net PFC revenue: \$103,610.

Brief description of proposed project(s): Impose and Use: Construction of hangar access, taxiway, and taxilanes; Rehabilitation of main PCC apron; Airport rescue and fire fighting equipment purchase.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators utilizing aircraft having a seating capacity of less than twenty passenger, emergency medical flights, and other nonscheduled air taxi/commercial operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Regional, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at North Bend Municipal Airport,

Issued in Renton, Washington on January 29, 1999.

Carolyn T. Reed,

Acting Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-98-5021]

Notice of Request for Clearance of a New Information Collection: Motor Carrier Scheduling Practices and Their Influence on Driver Fatigue

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to approve a new information collection related to the research project "Motor Carrier Scheduling Practices and Their Influence on Driver Fatigue." This information collection will be in the form of a survey comprised of multiple parts designed to collect information from interstate motor carrier executives, dispatchers, safety directors, and drivers of commercial motor vehicles carrying passengers and property.

DATES: Comments must be submitted on or before April 6, 1999.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Philip J. Roke, Project Manager, (202) 366-5884, Federal Highway Administration, Office of Motor Carrier Research and Standards, 400 7th Street S.W., Room 3107, Washington, D.C. 20590. Office hours are from 7:30 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Motor Carrier Scheduling Practices and Their Influence on Driver Fatigue.

Background: The Office of Motor Carriers (OMC) is endeavoring to develop and implement a commercial motor vehicle safety program that is consistent with the direction and intent of the Congress, as specified in the Conference Report 104-286 to accompany House Report 2002 to the Department of Transportation's Appropriations Bill (Public Law 104-50). In this Conference Report, the Congress directed the FHWA to contract during FY1996 with the American Trucking Associations Foundation's (ATAF) Transportation Research Institute (TRI), to perform applied research in an amount not less than \$4 million to address a number of safety issues of concern, such as: driver fatigue and alertness; the application of emerging technologies to ensure safety, productivity and regulatory compliance; commercial driver licensing, training and education. Within this legislative authority, the FHWA awarded a cooperative agreement to the ATAF's TRI on a noncompetitive basis.

The TRI has participated in several research partnerships with the FHWA's OMC designed to identify causes of commercial motor vehicle driver fatigue and to develop effective countermeasures. Such research has indicated that developing an understanding of current operational scheduling requirements is fundamental to any attempt to facilitate change toward better shift systems that take into account the needs of drivers, while at the same time account for the economic realities of their employers and their customers—shippers and receivers. Therefore, this study of key participants in motor carriage by TRI's subcontractor Iowa State University has two objectives: (1) To assess the operational scheduling requirements of interstate motor carriers of passengers and property; and (2) to identify motor carrier scheduling requirements that have a positive effect on safety performance.

The research methodology employed includes the use of a comprehensive literature review in conjunction with first-hand knowledge obtained from industry focus groups. Together, the information, insights, and other input derived from these carefully selected focus groups are essential to the development of meaningful, comprehensive and logical survey instruments specific to motor carrier upper-level management, safety directors, dispatchers, and drivers of passengers and property. The surveying

by mail method of research is necessary to generate the data that allows the Iowa State University of Science and Technology researchers to determine the actual extent of various scheduling and other safety-related practices and the operational requirements in the various industry segments.

Additionally, the data generated from representative samples of the interstate motor carrier industry will be analyzed to develop causal inferences about or relationships between scheduling and related practices and safety performance.

Respondents: The respondents to the planned survey will include selected interstate motor carrier executives, dispatchers, safety directors, and drivers of commercial motor vehicles carrying passengers and property.

Estimated Average Burden Per Response: The estimated average burden per response is 19 minutes. This includes the time needed for reviewing the survey instructions, searching existing data sources, completing the appropriate survey instrument, reviewing the collection of information, and returning the information to the FHWA in the prepaid mailer.

Estimated Total Annual Burden: The estimated total annual burden is 1,225 hours. This total is based on the respective burdens that will be imposed on the following categories of survey respondents:

Organizational Executives; 500 entities at 7 minutes each = 3,500 minutes
 Safety Directors; 500 entities at 15 minutes each = 7,500 minutes
 Dispatchers; 800 entities at 15 minutes each = 12,000 minutes
 Drivers (Long Version); 1,500 entities at 29 minutes each = 43,500 minutes
 Drivers (Short Version); 500 entities at 14 minutes each = 7,000 minutes

Frequency: The survey will be conducted once.

Public Comments Invited: Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection.

Electronic Access: Internet users can access all comments received by the

U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office Electronic Bulletin Board Service at telephone number 202-512-1661. Internet users may reach the **Federal Register's** home page at <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Authority: 23 U.S.C. Section 504.

Issued on: January 27, 1999.

George S. Moore, Jr.,
 Associate Administrator for Administration.
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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Cooperative Agreements With National Organizations To Support the Buckle Up America Campaign

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of discretionary cooperative agreement program in conjunction with the Buckle Up America Campaign.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to solicit highly visible support for mobilizing America to buckle up children during special emphasis periods of the Buckle Up America Campaign. The Campaign is a nationwide call to action in response to the Presidential Initiative to Increase Seat Belt Use Nationwide. High priority is given to education and enforcement efforts to buckle up children.

NHTSA seeks the participation and support of national organizations and their state and local affiliates to take a leadership role in the Campaign by speaking out in support of the Campaign initiatives, and mobilizing community level activity. This notice solicits applications from for-profit or not-for-profit national organizations. In addition, NHTSA is particularly interested in gaining the interest and involvement of organizations that represent constituencies who are hard to reach through mainstream delivery channels and/or have low seat belt use

rates. Only applications submitted by the national office representing the organization will be considered.

DATES: Applications must be received at the office designated below on or before March 26, 1999, at 2:00 P.M., Eastern Standard Time.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 7th Street, S.W., Room 5301, Washington, D.C. 20590. All applications submitted must include a reference to NHTSA Program No. NTS-01-9-05068.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement at (202-366-9557). Programmatic questions relating to this grant program should be directed to Ann Mitchell, National Outreach Division (NTS-22), NHTSA, 400 7th Street, SW., Washington, DC 20590 by e-mail at amitchell@nhtsa.dot.gov or by phone (202-366-2690). Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:

Background

For the last three years, seat belt use has leveled off in the upper 60's percentile. According to state-reported observational surveys, seat belt use moved from 68 percent in 1995-96 to 69 percent as of the end of 1997. In 1996, the President directed the Secretary of the U.S. Department of Transportation to prepare a plan to increase the use of seat belts nationwide. In response, the Presidential Initiative to Increase Seat Belt Use Nationwide was issued and the Buckle Up America Campaign set into action.

The Buckle Up America Campaign places high priority on the need to buckle up children. Our children are America's most valuable investment, therefore it is every American's responsibility to protect them. Unbuckled drivers endanger kids by setting bad examples for them to follow. When a driver is unbuckled, 70 percent of the time children riding in that vehicle are also unbuckled. We all have a stake in this problem and we are all part of the solution. We must all buckle ourselves, buckle our children and call upon others to do the same.

The goals of NHTSA's Buckle Up America Campaign are to increase seat belt use to 85 percent by the year 2000 and 90 percent by 2005; and to reduce child occupant fatalities (0-4 years) by 15 percent in 2000 and by 25 percent in